

REMARKS

I. Status of the Claims and the Rejections¹

Claims 20 and 25 were rejected under 35 U.S.C. § 112 for alleged indefiniteness. More specifically, these claims were rejected for purported lack of clarity as to the fluid isolation recited in independent claim 16. Applicants have canceled claim 25 and amended claim 16 to recite that the fluid isolation is maintained "between the first ends and the second ends of the hollow chambers." This new recitation clarifies when and where the fluid isolation is maintained. Applicants respectfully request that this rejection be withdrawn.

Substantively, claims 1, 2, 9, 14-18, 24 and 25 were rejected for alleged lack of novelty under 35 U.S.C. § 102 based on Howard U.S. Patent No. 4,819,720 ("Howard"). Claims 1, 2, 4, 5, 9, 13-20, 24 and 25 were rejected for alleged obviousness under 35 U.S.C. § 103 based on Howard in combination with the Enlisted Aviation Warfare Specialist C-130 Specific Tutorial ("EAWS"), and Messana U.S. Patent No. 6,883,590 ("Messana"). Claims 6-8, 21 and 22 were rejected for alleged obviousness under 35 U.S.C. § 103 based on a combination of Howard, EAWS, Messana, and Monfraix U.S. Patent No. 6,058,725 ("Monfraix"). Claims 10-13 and 23 were rejected for alleged obviousness under 35 U.S.C. § 103 based on a combination of Howard, EAWS, Messana, and Wilson U.S. Patent Application Publication No. 2002/00565787 ("Wilson"). Applicants respectfully traverse these rejections.

¹ Generally, this section of the Remarks essentially repeats the substance of a similar section from the Remarks included in the Response and Amendment dated January 20, 2010. Nonetheless, the concluding paragraph differs in that it reflects the combination of dependent claims 4 and 19 with independent claims 1 and 16, respectively.

Nonetheless, Applicants have amended independent claims 1 and 16 to further clarify the subject matter regarded as patentable. Applicants have also amended claims 2, 5, 7, 10, 14, 17 and 20-24; canceled claims 4, 18, 19, and 25; and added new claims 26 and 27 in this response. In view of these amendments and the following remarks, Applicants respectfully request reconsideration and allowance of the pending claims.

More specifically, the subject matter of dependent claims 4 and 19 has been incorporated into independent claims 1 and 16, respectively. This amendment necessitated the amending of the claim dependencies of dependent claims 5, 20, and 22. It also necessitated some modifications to the previously proposed claims (in the Response and Amendment dated January 10, 2010), in that there is now no need for claim 7 to expressly recite the cargo door, because it is now recited in the base claim, i.e., in claim 1. This Response and Amendment After Final also includes minor amendments to dependent claims 5, 7, 10, 14, 17, 20, 21, 22, 23, and 24. Moreover, new claims 26 and 27 are added. Applicants respectfully request reconsideration and allowance, in view of the amendments to independent claims 1 and 16, and the substance of the telephone discussions with Examiner Green.

II. The Amended Claims Patentably Define Over The Cited Art

In the prior Response and Amendment that was not entered, applicants argued the patentability of dependent claims 4 and 19, and indicated that these claims recite a cargo door having panels with second hollow chambers that are in fluid communication with the first hollow chambers. Those same patentability arguments now apply to amended independent claims 1 and 16, and hence to all of the other pending claims, because all other pending claims depend upon either independent claim 1 or independent claim 16.

Applicants disagree with a statement in the final Office Action that it would have been obvious “to arrange an independent heating circuit on the cargo ramp of the C-130 as well, to prevent icing and to provide even heating of the enclosed cargo area” (Office Action, page 7). Applicants disagree because EAWS simply teaches “a ducting system under the cargo compartment for” and nothing more, while Messana and Howard are completely silent as to cargo doors on an aircraft. There is no indication in EAWS or in any of the cited references that would provide the impetus for adding second hollow chambers in a cargo door, or to adding an independent heating circuit or heating panels to the cargo door. Nor is there any basis for adding second hollow chambers of the panels of the cargo door so as to be in fluid communication with the first hollow chambers.

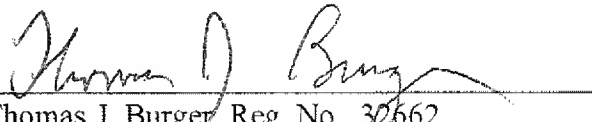
For these reasons, independent claims 1 and 16 patentably define over the prior cited art. For substantially the same reasons, and further because each of the remaining dependent claims 2, 5-15, 17, 20-24, 26, and 27 recites one or more additional features in combination with the features of independent claims 1 and 16, applicants respectfully submit that each of these dependent claims is also patentable.

III. Conclusion

Based on the amendments to the claims and these remarks, applicants respectfully assert that all present claims are in condition for allowance, and respectfully request an allowance without further delay.

It is believed that no fee is due for this filing. If any fee is deemed due, consider this as an authorization to charge Deposit Account 23-3000.

Respectfully submitted,
WOOD, HERRON & EVANS, L.L.P.

By: 
Thomas J. Burger, Reg. No. 32662

Wood, Herron & Evans, L.L.P.
2700 Carew Tower
441 Vine Street
Cincinnati, OH 45202-2917
Voice: (513) 241-2324
Facsimile: (513) 241-6234